

Claim Amendments

This listing of the claims will replace all prior versions, and listings, of claims in the application:

1-18. (cancelled):

19. (currently amended): The lifting arrangement of claim [[18]] 24, further comprising a third longitudinal fin positioned on the lower portion of the fuselage.

20. (currently amended): The lifting arrangement of claim [[18]] 24, further comprising ~~at least one~~ a third longitudinal fin and ~~at least one~~ a fourth longitudinal fin, each of the fins positioned on lateral middle portions of the fuselage.

21. (currently amended): The lifting arrangement of claim [[18]] 24, further comprising ~~at least one~~ a third longitudinal fin and ~~at least one~~ a fourth longitudinal fin, each of the fins positioned on middle-to-low portions of the fuselage.

22. (currently amended): The lifting arrangement of claim 20, further comprising ~~at least one~~ a fifth longitudinal fin

and ~~at least one~~ a sixth longitudinal fin, each of the fins positioned on middle-to-low portions of the fuselage.

23. (previously presented): The lifting arrangement of claim 22, further comprising a seventh fin positioned on the lower portion of the fuselage.

24. (currently amended): ~~The lifting arrangement of claim 18, wherein~~

A lifting arrangement for an aircraft fuselage, comprising:

at least one first longitudinal fin and at least one second longitudinal fin, each of the fins positioned on lateral lower portions of the fuselage, the at least one first and at least one second longitudinal fins forming a channel with the underside of the fuselage, the channel including the nose and tail of the fuselage, and the at least one first and at least one second longitudinal fins are being curved around an axis approximately parallel to a longitudinal axis of the fuselage, the convexity of the at least one first and at least one second longitudinal fins being towards the an exterior of the fuselage.

25. (currently amended): The lifting arrangement of claim [[18]] 24, wherein the at least one first and at least one second longitudinal fins are flat.

26. (currently amended): The lifting arrangement of claim [[18]] 24, wherein the at least one first and at least one second longitudinal fins are retractable.

27. (currently amended): The lifting arrangement of claim [[18]] 24, wherein the fuselage is elongated and has a constant circular cross-section.

28. (withdrawn-currently amended): The lifting arrangement of claim [[18]] 24, wherein the fuselage is elongated and has a constant semicircular cross-section with flat lateral walls.

29. (withdrawn-currently amended): The lifting arrangement of claim [[18]] 24, wherein the fuselage is elongated and has a constant oval cross-section.

30. (withdrawn-currently amended): The lifting arrangement of claim [[18]] 24, wherein the underside of the fuselage is flat.

31. (currently amended): The lifting arrangement of claim [[18]] 24, wherein the at least one first and at least one second longitudinal fins are fixed.

32. (currently amended): The lifting arrangement of claim [[18]] 24, wherein the area of the fuselage between the nose and the tail of the fuselage has a thickness widening from a lesser to a greater degree towards the rear of the fuselage.

33. (withdrawn-currently amended): The lifting arrangement of claim [[18]] 24, wherein the upper surface of the fuselage has an elliptical cross-section.

34. (currently amended): The lifting arrangement of claim [[18]] 24, wherein the at least one first and at least one second longitudinal fins are vertical.

35. (currently amended): The lifting arrangement of claim 20, wherein the ~~at least one~~ third and ~~at least one~~ the fourth longitudinal fins are positioned horizontally and laterally.

36. (currently amended): The lifting arrangement of claim 21, wherein the ~~at least one~~ third and ~~at least one~~ the fourth longitudinal fins are positioned horizontally and laterally.

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37. (currently amended): The lifting arrangement of claim 21,
wherein the ~~at least one~~ third and ~~at least one~~ the fourth
longitudinal fins are laterally slanted.